

# BookletChart™

## ***Pearl and Hermes Atoll*** **NOAA Chart 19461**



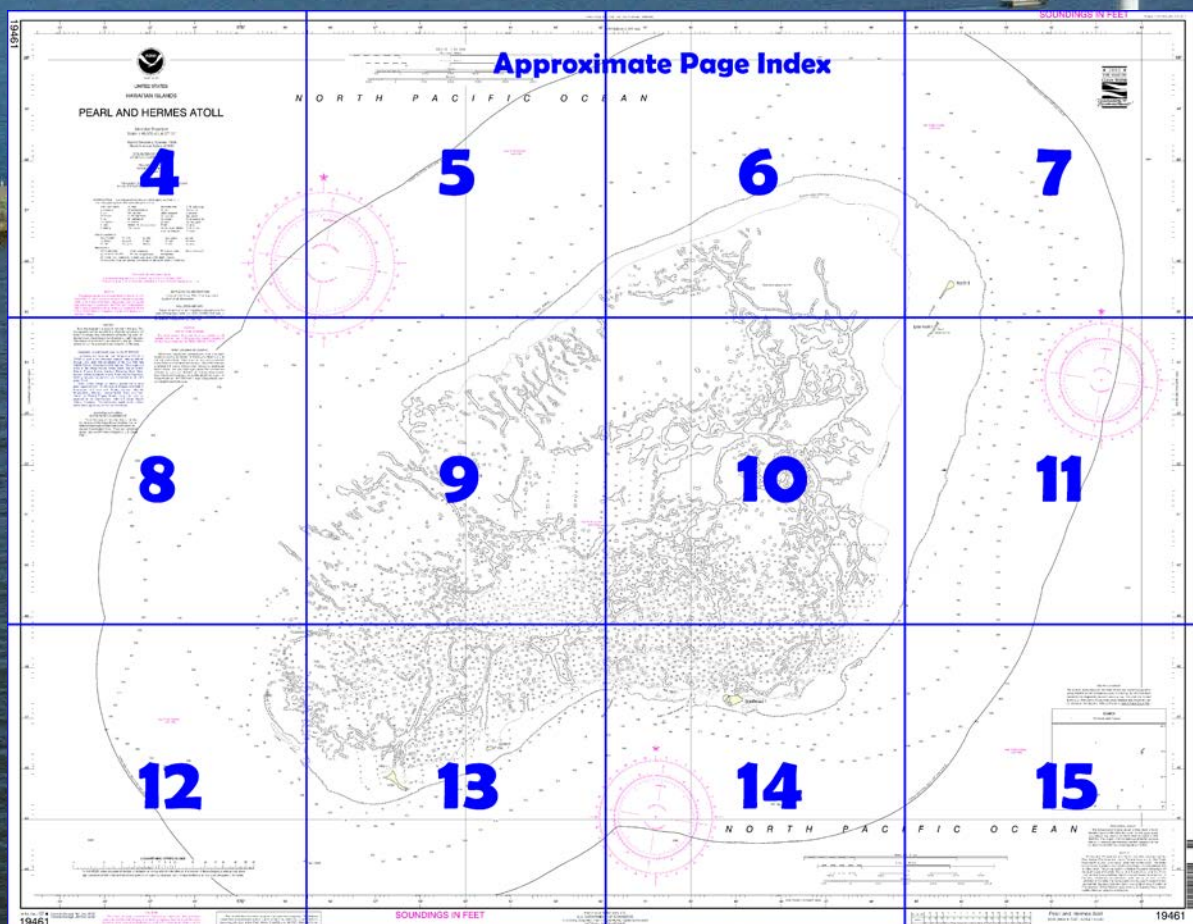
***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***

### Atoll

- Midway Islands
- Pearl and Hermes Atoll
- Included Area**

Lisianski Island

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=19461>.



**(Selected Excerpts from Coast Pilot)**  
**Pearl and Hermes Atoll**, about 145 miles NW of Lisianski Island, is an extensive oval-shaped atoll about 40 miles in circumference, 17 miles long in a NE direction, and 9 miles wide. The reef was discovered on April 26, 1822, by the British whalers PEARL and HERMES, which were wrecked on the same night within 10 miles of each other. Within the outer reef is a lagoon in which are numerous coral reefs with deep water between. The remains of a wreck stranded on the E side of the reef are still visible, but over the years most have been beaten down by

breakers. There are no known dangers outside the heavy breakers on the outer reef.

Within the outer fringing reef are several small islets, most of which are on the S side; the exception is **North Island**. There are also several sandbanks that are awash at high water. **Southeast Island** (27°47'N., 175°49'W.) is the largest of the group; five other named islands are scattered along a 7-mile stretch to W. Though uninhabited and vegetated by low plants and shrubs, a permit is required for landing as the Hawaiian Monk seal is protected here. Large numbers of sea birds nest on the island.

The 6-mile opening on the NW side of the outer reef has depths of 1 to 6 feet between the numerous coral heads, and is hazardous to negotiate with a small boat. The small-boat channel between Southeast Island and **Bird Island**, next islet to the W, has a least depth of 4 feet; the channel between Bird Island and **Sand Island** has 19 feet. The eastern portion of the lagoon is maze-like and could be dangerous to the navigator without local knowledge. Caution is advised when making entry.

**Anchorage.**—Anchorage can be had off the W entrance to the lagoon in depths of 8 to 12 fathoms, or on the E side of the reef. Vessels have anchored midway between the S entrances and about 0.6 mile off Bird Island in depths of 25 fathoms.

**Currents.**—The current appears to set N between Lisianski Island and Pearl and Hermes Atoll.

**U.S. Coast Guard Rescue Coordination Center**  
**24 hour Regional Contact for Emergencies**

RCC Honolulu      Commander  
14th CG District      (808) 535-3333  
Honolulu, HI

Table of Selected Chart Notes

TIDAL INFORMATION

No tidal data is available.  
Mar. 2002

Mercator Projection

Scale 1:40,000 at Lat 27° 51'

World Geodetic System 1984  
(North American Datum of 1983)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

PAPAHĀNAUMOKUĀKEA  
MARINE NATIONAL MONUMENT

The entire area of this chart lies within the boundaries of the Papahānaumokuākea Marine National Monument and the Pearl and Hermes Atoll Special Preservation Area. These are protected areas. See 50 CFR 404 or Chapter 2, U.S. Coast Pilot 7.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.  
Refer to charted regulation section numbers.

NOTE B

AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

NOTE C

SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port of place and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN.1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, or at the Office of the District Engineer, Corps of Engineers, in Honolulu.

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

CAUTION

Recent hydrographic surveys do not exist in this area. The hydrographic surveys used for this chart did not achieve full bottom coverage, thus uncharted coral heads may exist. Uncharted areas of submerged reef of unknown depth may exist. The shapes of sand islands are subject to change. Extreme caution should be exercised when navigating in this area.

HAWAIIAN ISLANDS NATIONAL WILDLIFE REFUGE

The Hawaiian Islands from longitude 161° W to 176° W are part of the Hawaiian Islands National Wildlife Refuge, and under the jurisdiction of the U.S. Fish and Wildlife Service, Department of the Interior.  
The islands and atolls in the refuge include Nihoa, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Atoll. National Wildlife Refuge System regulations pertaining to these islands and atolls are contained in CFR 50, parts 25-32.  
Entry to the refuge is strictly prohibited without prior approval from the Refuge Manager, Pacific Remote Islands National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., Honolulu, Hawaii 96850.  
The restrictions apply to all civilian and military agencies as well as individuals.

HORIZONTAL DATUM

The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84), which for charting purposes is considered equivalent to the North American Datum of 1983 (NAD 83). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

AUTHORITIES

Topography by the National Ocean Service, Coast Survey and hydrography by the U.S. Navy.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1410 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Red radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

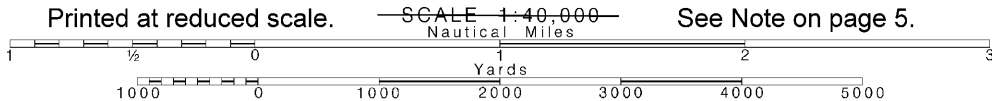
AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

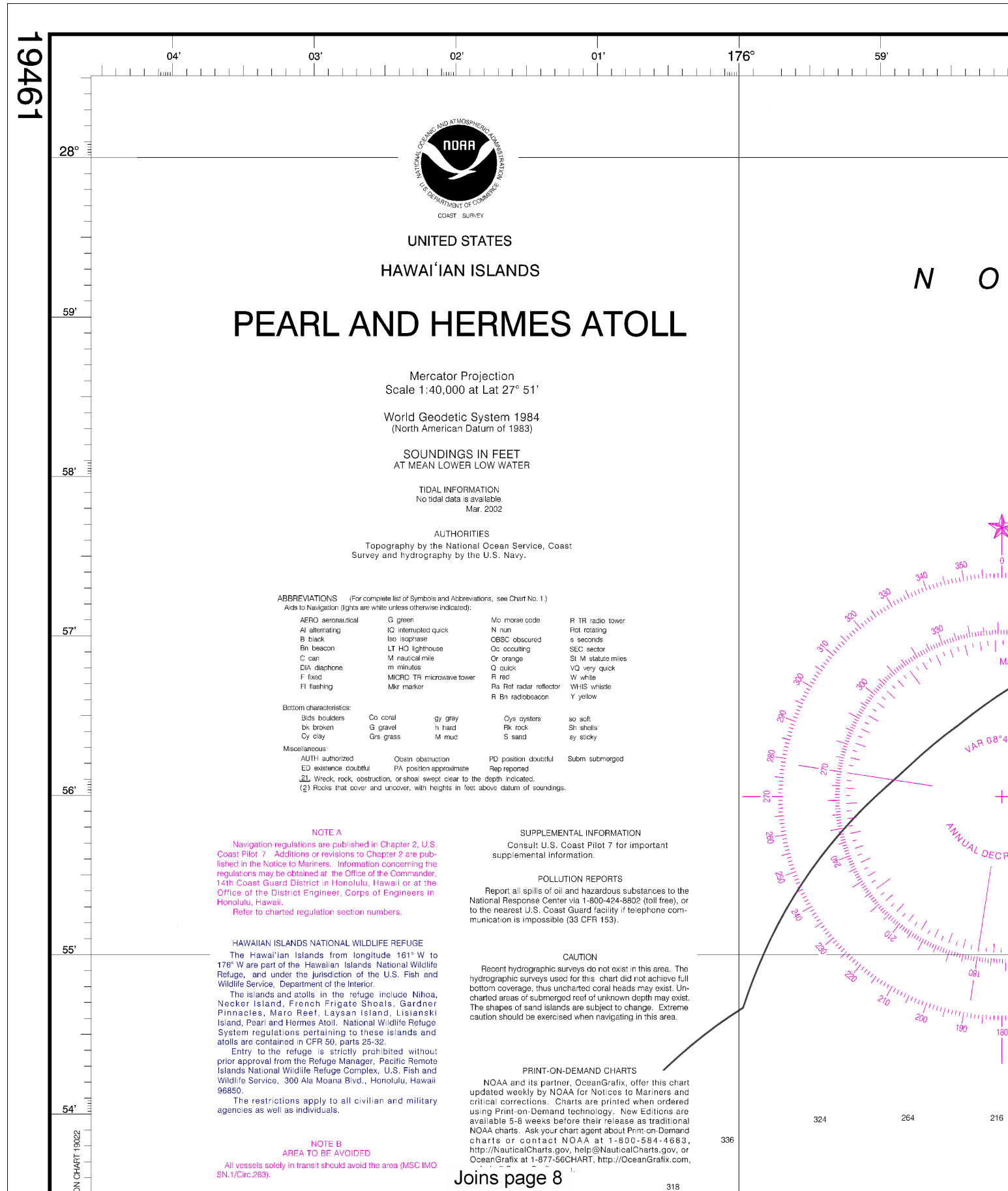
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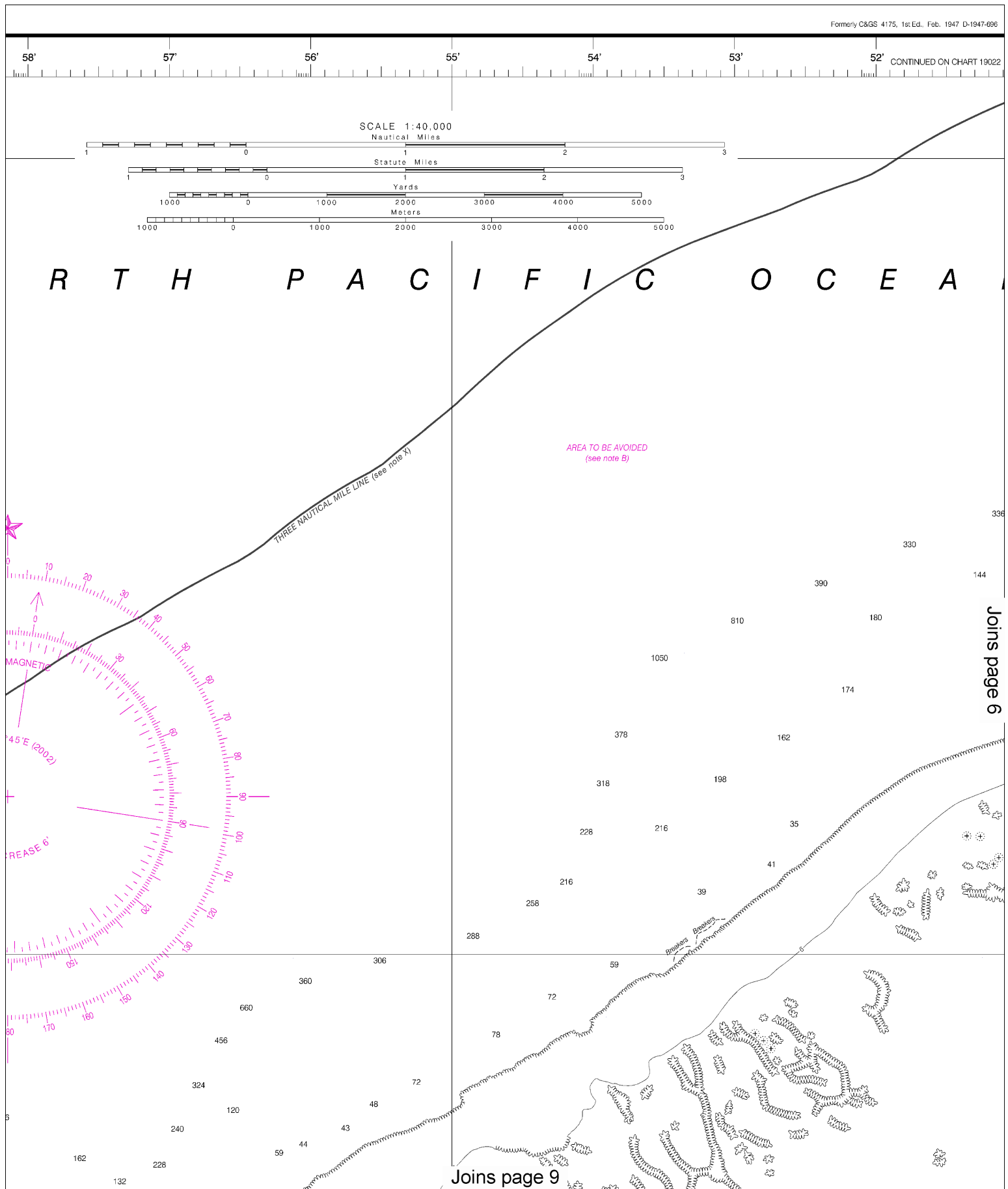
Note: Chart grid lines are aligned with true north.



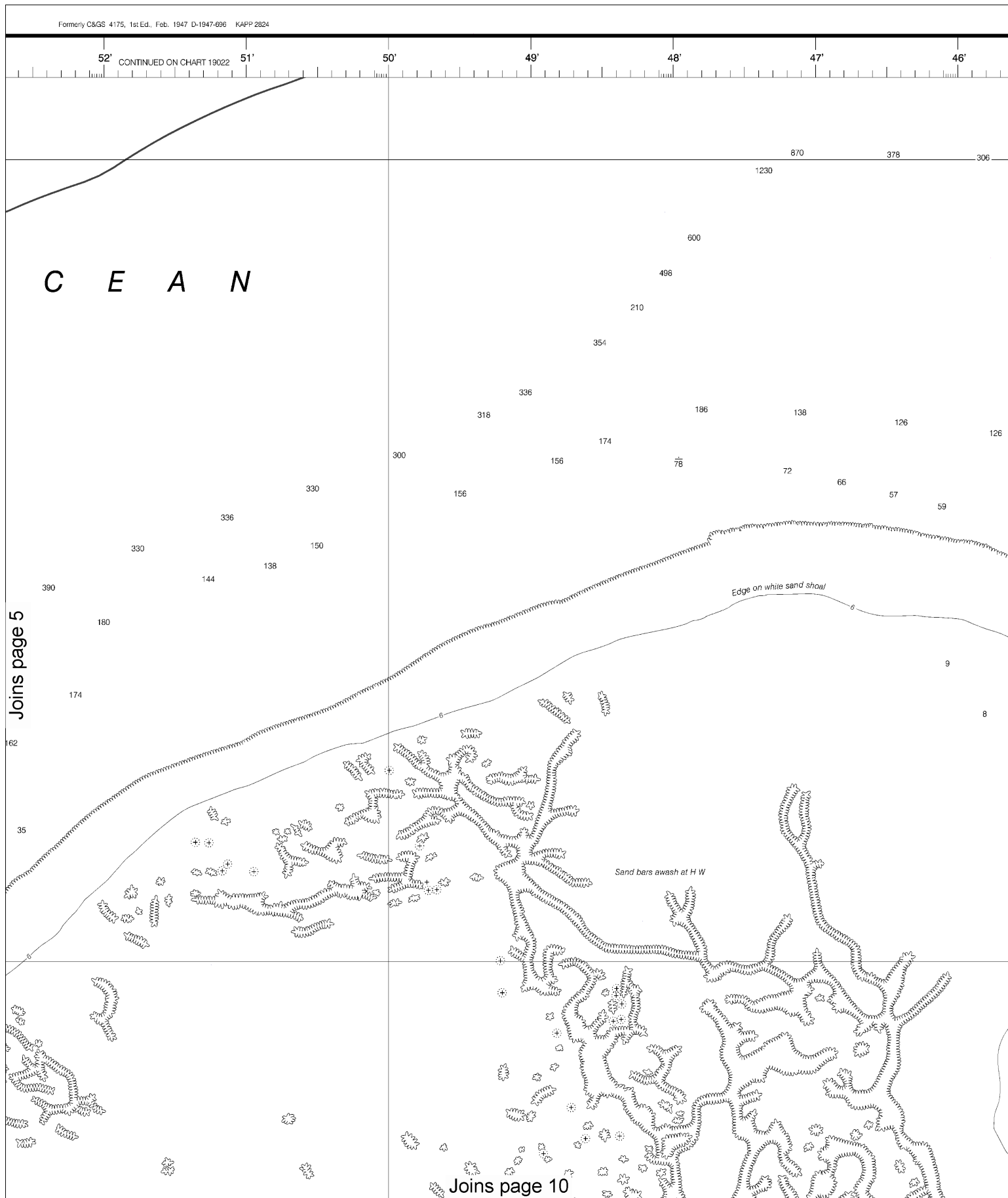
See Note on page 5.





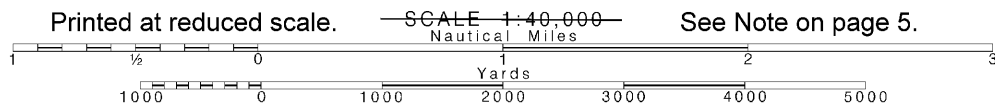


This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:57143. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

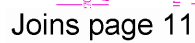


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Note: Chart grid lines are aligned with true north.



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lished in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii or at the Office of the District Engineer, Corps of Engineers in Honolulu, Hawaii.

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#### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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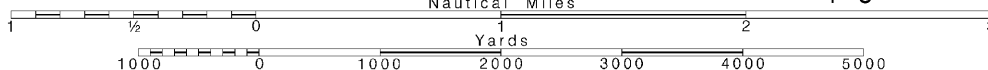
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Note: Chart grid lines are aligned with true north.

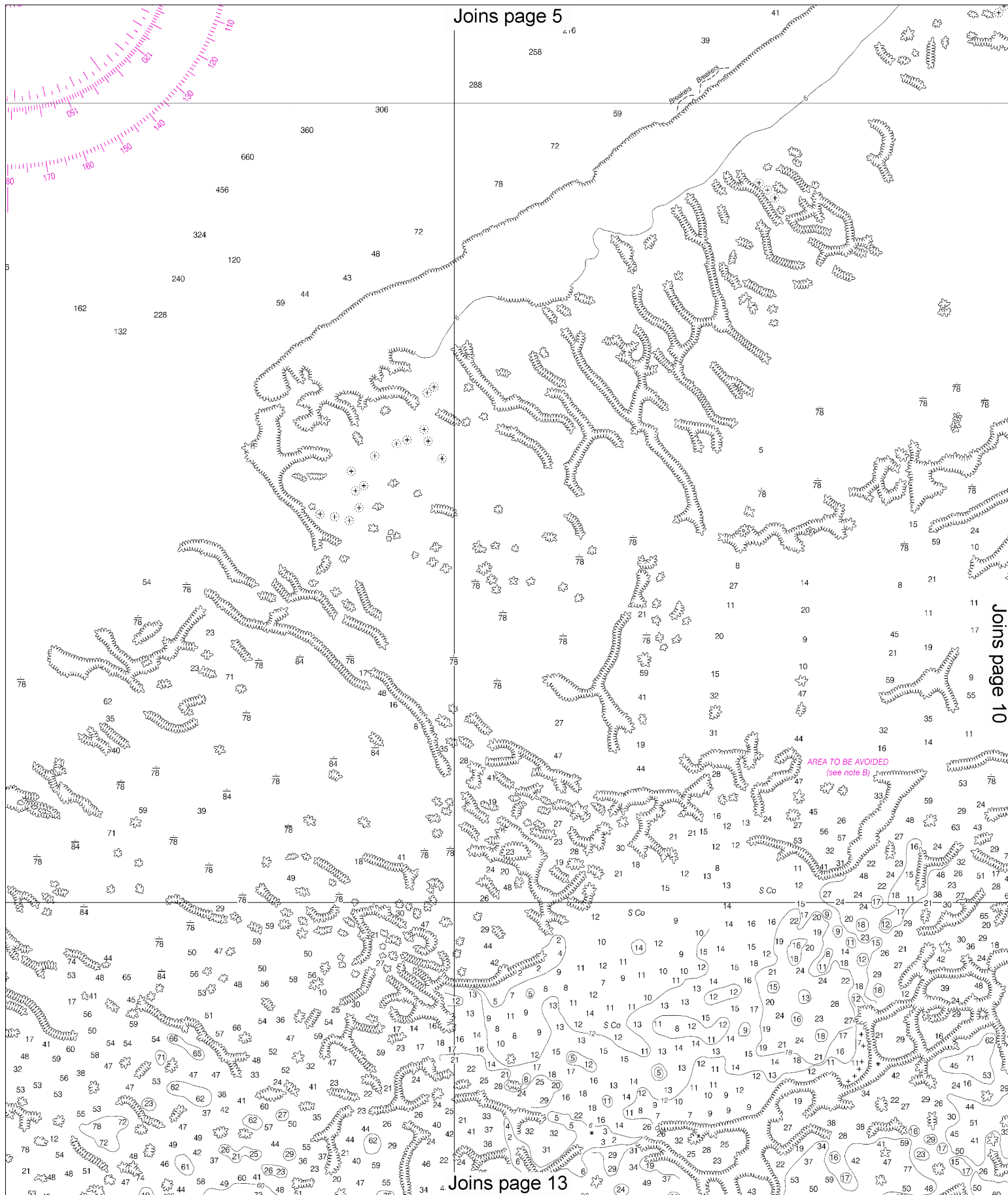
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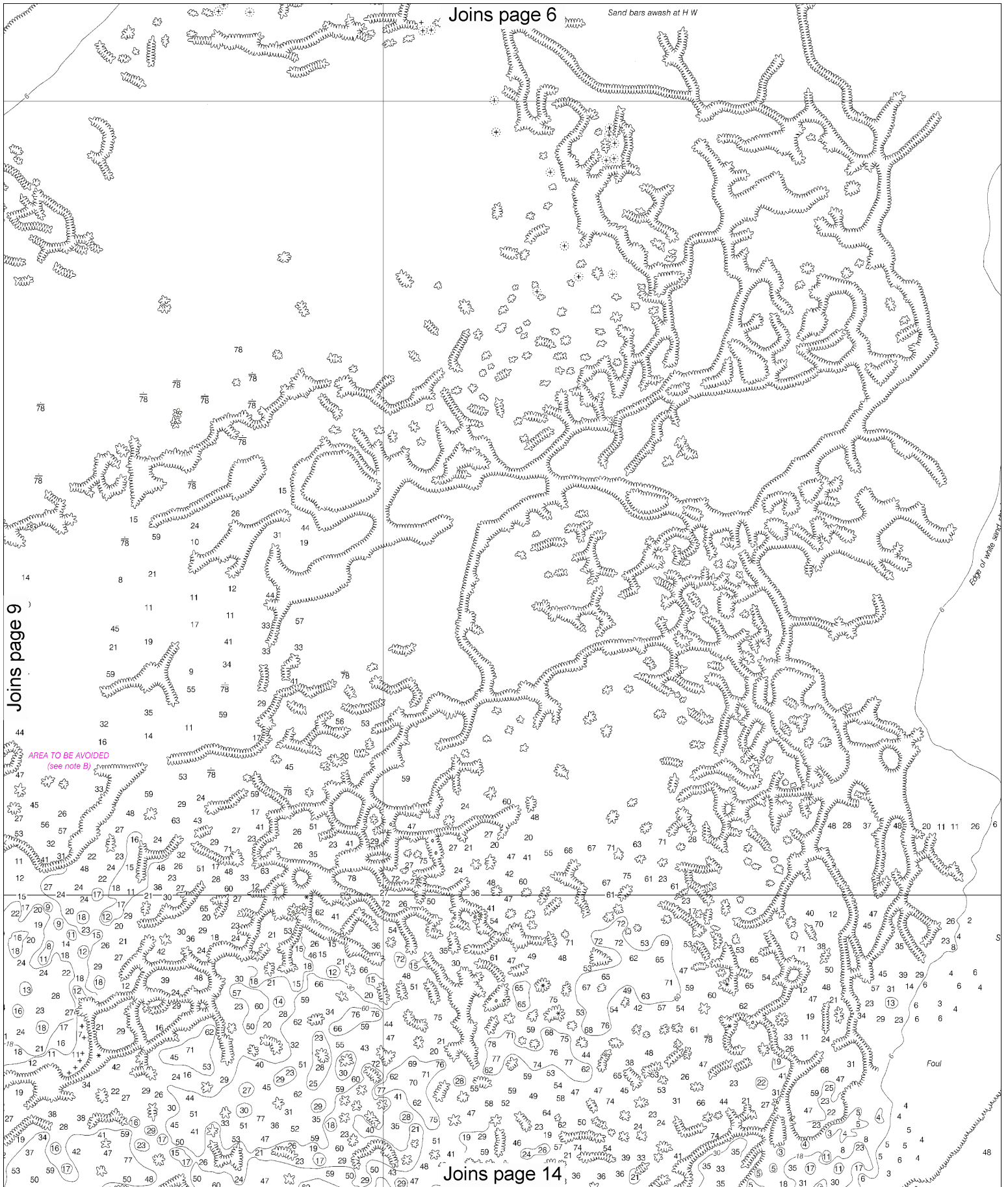
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See Note on page 5.









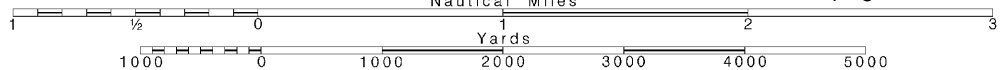
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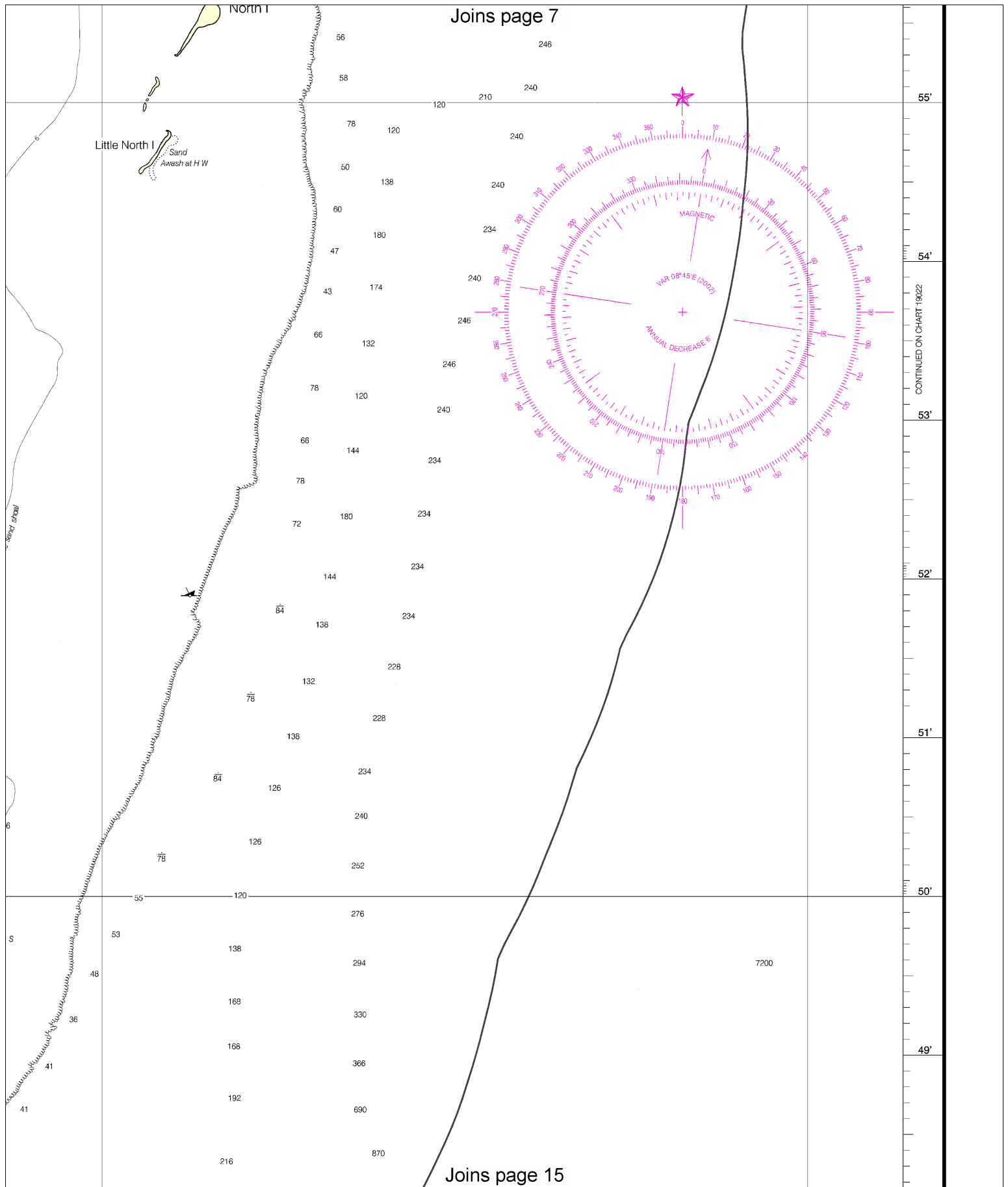
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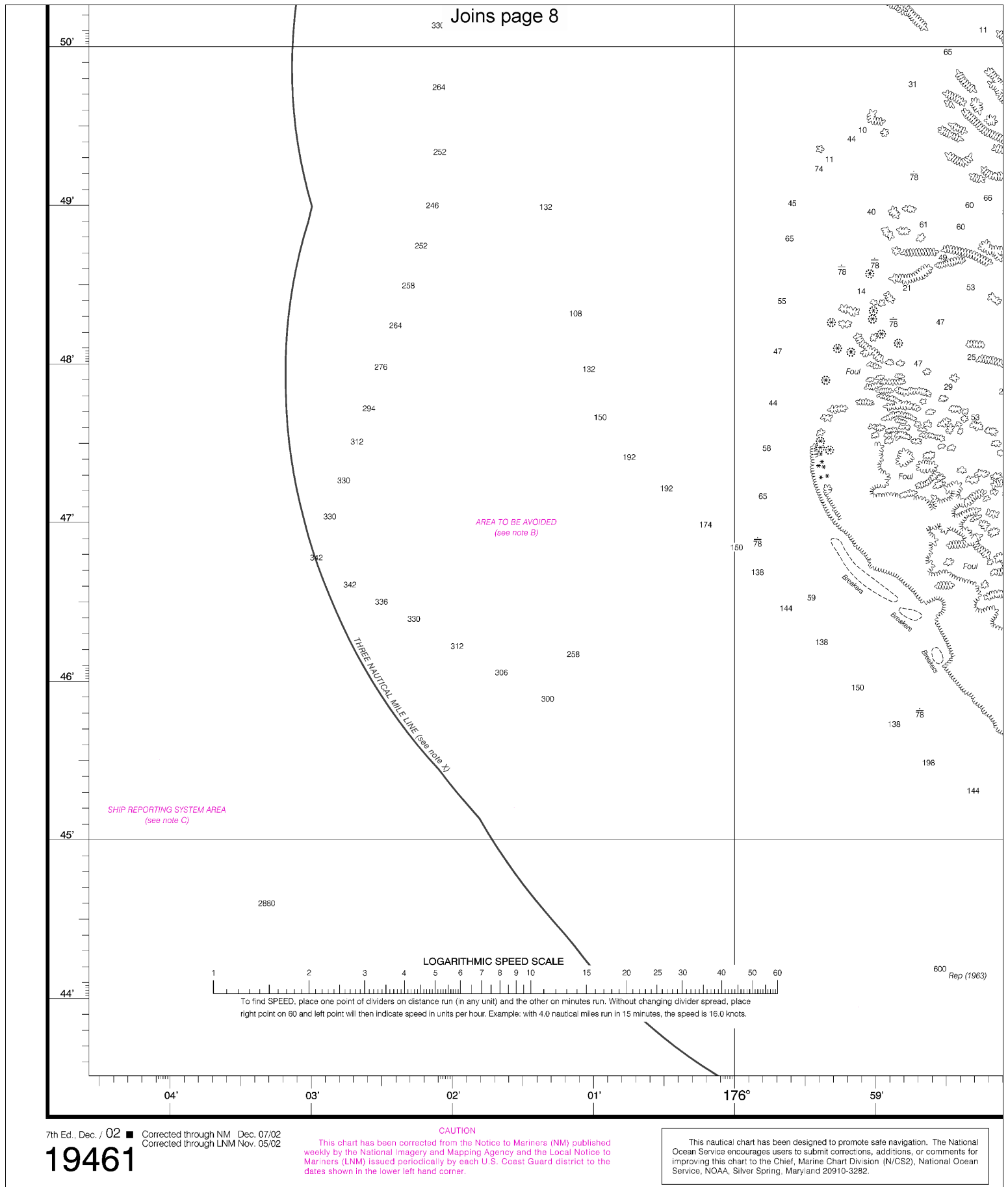
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







7th Ed., Dec. / 02 ■ Corrected through NM Dec. 07/02  
Corrected through LNM Nov. 05/02

19461

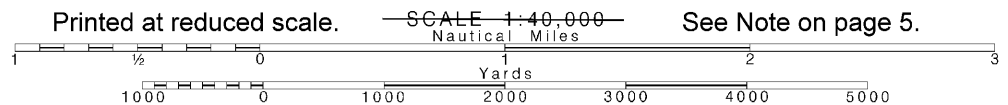
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.



See Note on page 5.

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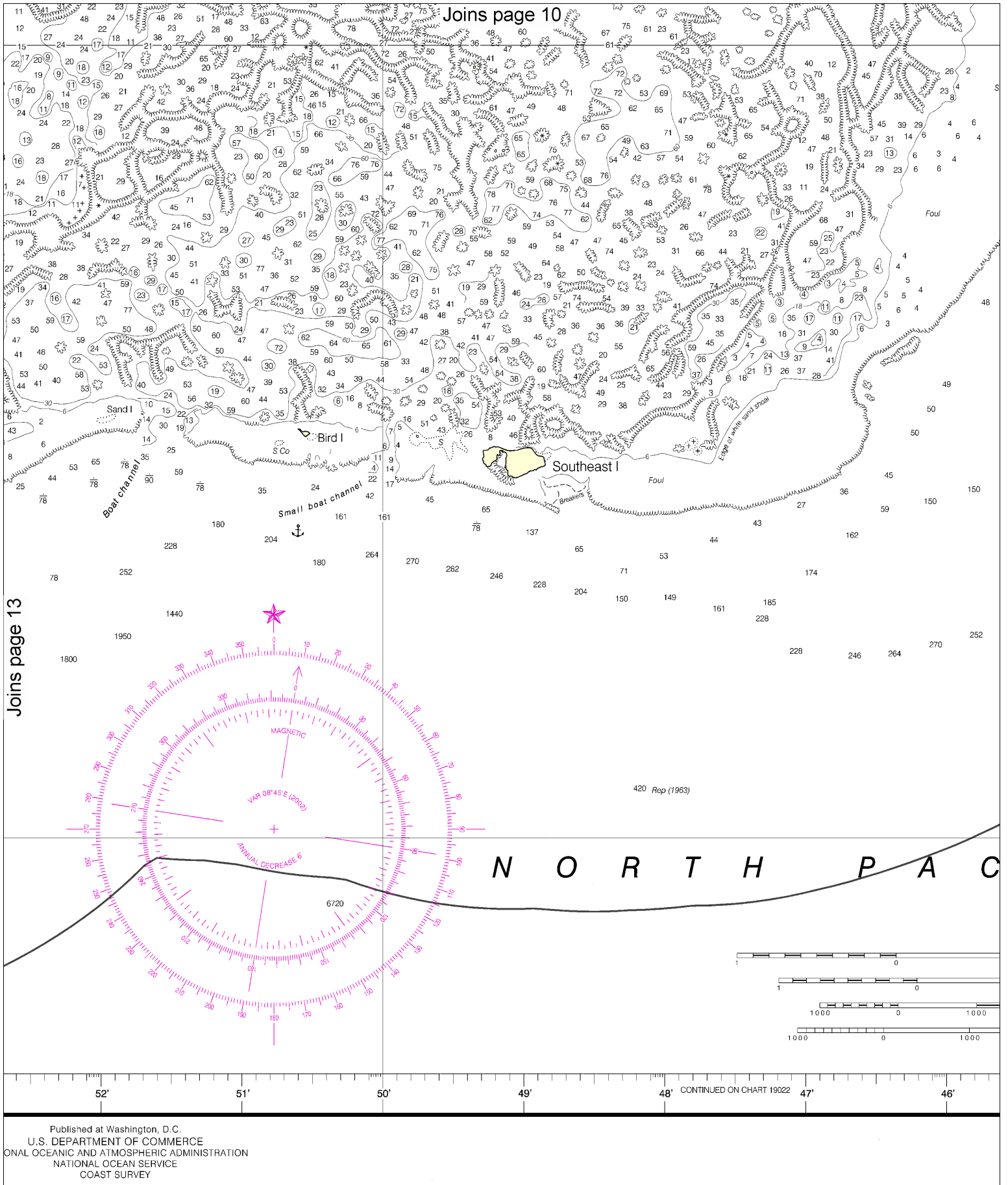
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SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

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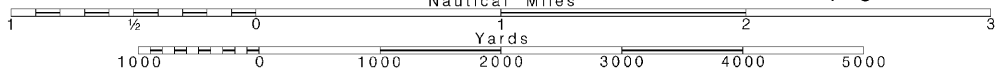
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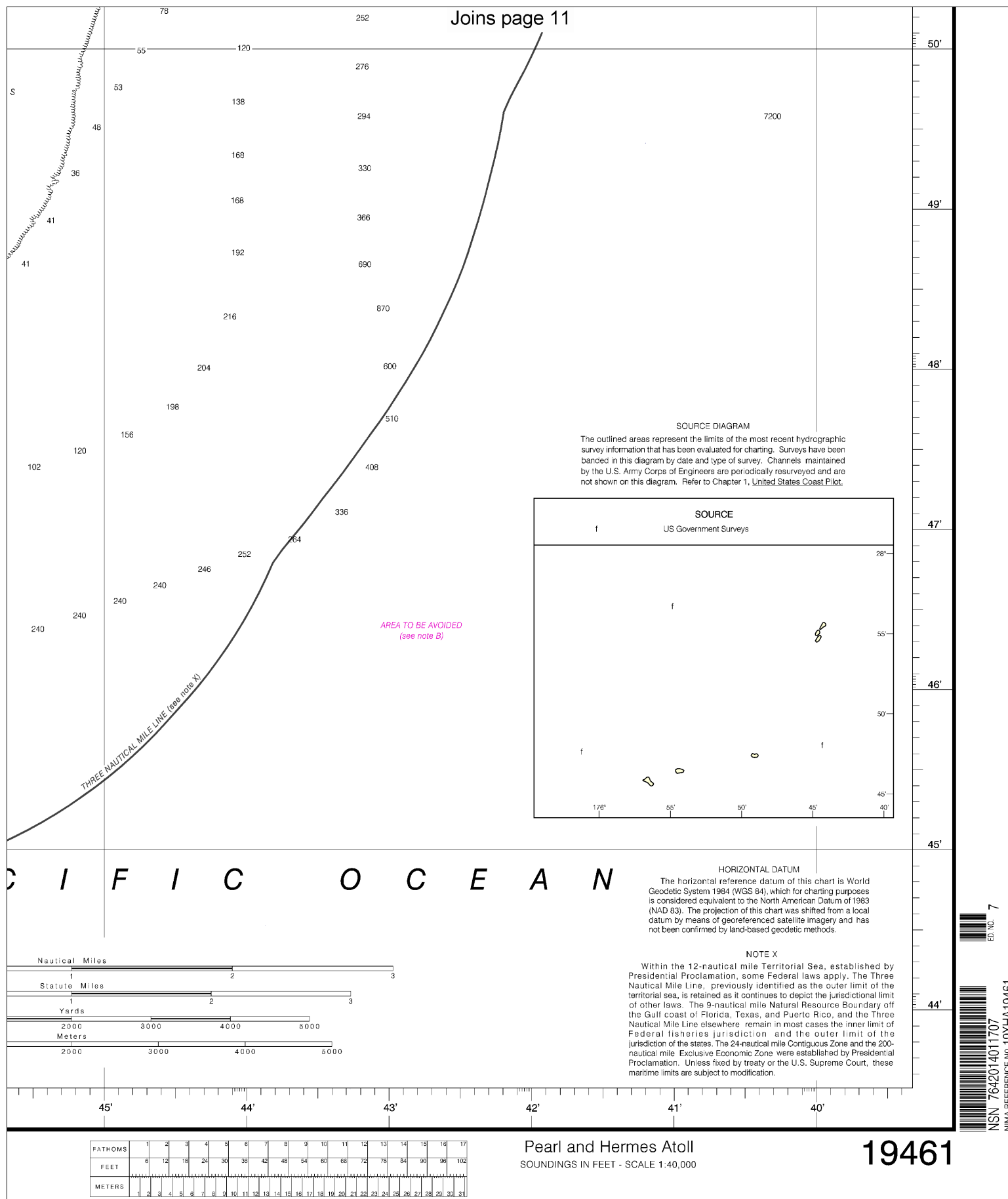
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

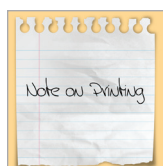
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker